Central Subway Project

FTA Real Estate Conference
Silver Spring, MD
Thursday, November 1, 2012
Third Street Light Rail Project

- Support city’s Transit First Policy
- Protect and preserve the environment
- Improves transportation service in underserved neighborhoods
  - 26% increase in population
  - 61% increase in employment
  - 68% in Central Subway corridor are without a vehicle
- Connects to regional transit and areas in need of a rapid transportation option, including 10,000 new housing units at Hunters Point, Mission Bay development, future high-speed rail and Caltrain
- Start of service in 2019

<table>
<thead>
<tr>
<th>Funding Sources</th>
<th>T-Third (Phase 1)</th>
<th>Central Subway (Phase 2)</th>
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</thead>
<tbody>
<tr>
<td>Federal</td>
<td>$123.38</td>
<td>$983.22</td>
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<td>State</td>
<td>$160.70</td>
<td>$471.10</td>
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<td>Local/Regional</td>
<td>$364.38</td>
<td>$123.98</td>
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<td>Total</td>
<td>$648.46</td>
<td>$1,578.30</td>
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Why Central Subway?

- Reduces travel times
- Improves San Francisco’s transportation network
- Connects bustling neighborhoods, premier commercial districts and tourist destinations
- An essential investment in San Francisco’s transportation infrastructure that will ease travel and enhance the Bay Area’s public transit network

Improving Transportation

- Bypasses congested city streets
- Provides a direct connection to BART and Muni Metro at Powell Street Station
- Improves access to Caltrain at 4th and King streets
- Facilitates rapid travel from the southern neighborhoods to SoMa, downtown, Union Square and Chinatown
- Relieves congestion on Stockton, 4th and Market
Connecting Communities and Investing in San Francisco

- Project will create thousands of jobs, providing a boost to the local economy
- Jobs and population are projected to increase significantly in the neighborhoods along the T Third Line
- Extends reliable, efficient rail service to improve travel
- Benefits San Francisco for generations to come
Job Creation

- Thousands of employment and job training opportunities in professional services and construction-related jobs
- Robust trucking program aimed at ensuring 50 percent of material hauling goes to local truckers
- Entry-level trainee positions and hands-on job training will continue throughout the duration of the project
Program Update

- **October 2012**: An agreement dedicating $942.2 million in federal funds to the Central Subway Project is approved. The funds are from the Federal Transit Administration's New Starts program.

- **September 2012**: The San Francisco Recreation and Park Commission approves the design of Union Square entrance to the future Union Square/Market Street Station

- **July 2012**: The SFMTA acquires the property at the future site of the Yerba Buena/Moscone Station, a 76 gas station at the corner of 4th and Folsom streets

- **July 2012**: The state Legislature approves and Gov. Jerry Brown signs into law legislation that includes $61.3 million in high-speed rail connectivity funds for the project
Relocation Assistance Update

Residential Relocation (933-949 Stockton Street)

- 19 households were displaced
- Of these, 5 households have purchased homes as permanent replacement housing
- Other households relocated in other districts within the city
Relocation Assistance Update

Commercial Relocations (933-949 Stockton Street)

The following businesses were relocated:

- Wycen Foods, Inc. relocated to 832 Stockton Street
- La Vii Hair Salon & X-Press Hair Salon chose to close their businesses
- You’s Dim Sum is currently operating at their other location at 675 Broadway
- Little Paris Coffee Shop is in the process of re-opening at 1131 Stockton Street. Renovations are underway
- San Sun Restaurant relocated to 848 Washington Street
- Joy Hing BBQ Noddle relocated to 710 Kearny Street
- Hogan & Vest relocated to 750 Pacific Avenue
Relocation Assistance Update

The following business were relocated from 4th & Folsom streets:

- Richie’s Smog Shop relocated to 1798 Mission Street
- Bay Motor Works is currently operating at 1125 Mission Street
Historic Streetcar on 4th and Stockton Streets

The Stockton Tunnel was built in 1914 as part of Muni’s original F-line, which ran until 1951.

Bob McVay photo, Walter Rice collection
Tunnel Plan and Profile
Connection to Initial Operating Segment
Surface Operation – Semi-Exclusive Right of Way
Fourth/Brannan Surface Station
Portal Beneath I-80 Freeway
Tunnel Construction Work Site
Yerba Buena/Moscone Station
Yerba Buena/Moscone Station
Deep Tunnel Alignment – Beneath Market St. Subway
BART Crossing

UMS Station

East Mezzanine

Powell St. Station

Central Subway Tunnels

Central Subway

SFMTA | Municipal Transportation Agency
Union Square/Market Street Station
Union Square/Market Street Station-Concourse level-north toward Station Agent Booth and Platform level
Chinatown Station
Section through Stockton St.
North Beach Construction Variant-TBM Retrieval Shaft
Contract 1252: Tunnel

- Issued NTP 1 on Jan. 27 for TBM procurement
- Issued NTP 2 on March 14 for construction of launch box, utility demolition and abandonment
- Work is continuing on 4th Street between Bryant and Harrison streets:
  - Utility relocation
  - Installation of guide walls
- Work is underway on Stockton Street between Geary and Ellis streets:
  - Construction of headwalls
  - Installation of jet grouting
- Utility relocation is underway in North Beach
- Tunnel work to be completed in 2015
Contract No. 1300: Stations, Surface, Track and Systems

- Advertise Date: October 22, 2012
- Estimated Cost: $720 to $750 million
- Bid Opening: Before 3:00 p.m. on January 23, 2013
- Expected Completion: 2018
Project Information

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